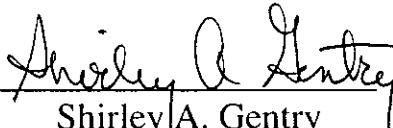


RESOLUTION NO. 20100211-008

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The Council adopts the City of Austin's Federal Legislative Program,
including appropriations requests for Fiscal Year 2011, as set forth in
Attachment A.

ADOPTED: February 11, 2010

ATTEST: 
Shirley A. Gentry
City Clerk

**City of Austin
Federal Legislative Program
111th Congress – 2nd Session**

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General Statement of City Legislative Focus

The City of Austin's Federal Legislative Program focuses on policies and legislation that directly and positively impact the City of Austin. The City of Austin opposes any legislative or regulatory action that:

- Erodes the home rule authority of municipalities,
- Constrains the ability of the City of Austin to allocate resources to areas of locally determined concern, or
- Preempts City of Austin authority in matters generally and traditionally the domain of local government.

In particular, the City of Austin supports policies and legislation that:

- Provide an equitable distribution of federal funds,
- Address the concerns and needs of large metropolitan center cities in the areas of transportation, public safety, affordable housing, vibrant and healthy neighborhoods, energy and the environment,
- Recognize the important role of strong central cities in our nation's economy and as innovators in broad areas of public policy, and
- Recognize the challenge of climate change and the need to develop economically sustainable ways to address it.

Surface Transportation

Highway/Transit Reauthorization

The City of Austin calls on Congress to craft a successor to SAFETEA-LU (PL 109-59) that recognizes the key role that metropolitan areas and their center cities play in our nation's economy. Funding allocation, project selection and program structure should reflect the fact that the vast majority of our nation's economic output comes from metropolitan areas and that the vast majority of our nation's population lives in metropolitan areas.

Specifically, the City of Austin supports a SAFETEA-LU successor that:

- Provides for an equitable distribution of highway and transit funds;
- Maintains a guaranteed funding mechanism that ensures that all Highway Trust Fund revenues are spent on highway and transit programs;
- Directly addresses metropolitan area and central city surface transportation needs, with a strong focus on metropolitan mobility;
- Maintains a strong metropolitan planning process to ensure that local elected officials have the tools they need to support sustainable economic development and meet local needs;
- Links surface transportation to environmental concerns such as clean air, clean water and climate change;
- Channels funding directly to metropolitan areas, at a minimum maintaining the suballocation of Surface Transportation Program funds to metropolitan areas;
- Builds on the past decade's investment in transit by providing significantly increased resources for transit, including increased funding to meet the growing nationwide demand for rail transit;
- Expands the Transportation Enhancements and Safe Routes to School Programs;
- Does not increase the local share, currently 20%, for federally-assisted highway and transit projects, and
- Further empowers local elected officials by requiring full state disclosure of how federal surface transportation funds are spent.

Intercity Passenger Rail

The City of Austin also supports increased federal investment in intercity and regional passenger rail. An important part of a balanced transportation system, intercity and regional passenger rail reduces highway and airport congestion, reduces energy consumption, helps cities improve air quality and, because most trips are downtown to downtown, promotes central city economic development. In particular, the City of Austin supports efforts to make the South Central High-Speed Rail Corridor a reality and to implement regional passenger rail service between Georgetown and San Antonio.

Urban Rail Transit Project

The City of Austin seeks authorization of its Urban Rail Project under the New Starts Program and also seeks language allowing money the City spends on Phase I of the Project to be used as the "super match" for future, federally-funded phases of the Project. In FY 2011, the City also requests \$1 million for the project under the Alternatives Analysis Program. The City of Austin is currently

completing environmental fatal flaw analyses for what might be a first investment phase of a larger Urban Rail system (a blend of streetcar/light rail type services). The Urban Rail system will serve the Mueller Neighborhood, University of Texas, Capital Complex, Downtown, Riverside Corridor, and ABIA. It will provide circulator services in central Austin and commuter-type services for close-in neighborhoods near central Austin.

City Council will make a determination of a locally preferred alternative as part of an updated Alternatives Analysis (AA). The AA was begun by Capital Metro and taken over by the City of Austin to update, extend and expand to meet the needs of the City as the implementing agency. The intent is to complete an environmental process under the National Environmental Policy Act (NEPA) on the entire Urban Rail System. The City of Austin will ask voters to fund an initial operable segment (initial investment segment) using local monies. We will pursue federal funding through the Federal Transit Administration (FTA) for the subsequent extensions of the initial investment segment once the NEPA process is complete. It is likely that the first investment segment will be delivered using innovative delivery methods (design-build or design-build-maintain-operate). NEPA would parallel the more extensive design process envisioned with these delivery methods. Austin would like to use the local cost of the initial investment segment as overmatch for the federal funding requests. The City anticipates that 20 percent or more of the subsequent extensions would still be funded locally and that we would be seeking the use of previous local investments as overmatch only.

High Priority Projects

The City of Austin submitted six projects for the High Priority Projects Program in legislation to reauthorize federal surface transportation programs and appreciates the delegation's support of these priorities. As Congress continues to craft and debate that legislation, all six projects remain priorities:

- Burnet Road
- East 6th Street Reconstruction & Enhancement
- Vehicle Detection Stations
- Waller Creek Trail
- Lady Bird Lake Trail Boardwalk
- Guadalupe Street Reconstruction & Enhancement

Aviation

General Reauthorization Principles

The City of Austin invested considerable resources into Austin Bergstrom International Airport (ABIA). The City of Austin supports a federal aviation program that helps the City build on this investment and cements ABIA's role as a key building block of Austin's economy. Specifically, the City of Austin supports a reauthorization of federal aviation programs that:

- Maintains a guaranteed funding mechanism for the Airports & Airways Trust Fund,
- Maximizes funding for and the flexibility of the Airport Improvement Program,
- Maximizes flexibility in the use of Passenger Facility Charge revenue, and
- Provides local government and airport authorities with the resources they need to provide a safe and efficient aviation system.

The City of Austin also urges Congress to recognize the importance of intermodal connections and to make it as easy as possible for local governments to construct transit and intermodal passenger facilities linking airports with the central cities and regional employment centers that they serve.

Ronald Reagan Washington National Airport

The City of Austin supports amending 49 USC 41718(a) to add "beyond-perimeter" slots at Ronald Reagan Washington National Airport (DCA) to allow for additional flights to and from "beyond-perimeter" cities, including Austin. Airline travel between ABIA and DCA requires time-consuming connections that often make the trip between Austin and Washington a day-long journey, delays and missed connections often exacerbate. The City of Austin's considerable investment in ABIA has provided important economic development dividends and opened up new travel opportunities for Austin residents and visitors. ABIA now offers direct flights to numerous destinations through the United States, Canada and Mexico. This growth at ABIA offers clear proof of travel demand and reinforces the travel and economic development restrictions created by the lack of a direct link between a state capital of 800,000 residents and the premier airport serving our nation's capital.

Full Funding of Core Local Government Programs

CDBG, HOME, Law Enforcement & Homeland Security

The City of Austin calls on Congress to fully fund core local government programs, including, but not limited to:

- Community Development Block Grants (CDBG),
- HOME (a Federal program designed to create affordable housing),
- Local law enforcement assistance such as COPS (Community Oriented Policing Services), Byrne and Juvenile Justice and
- Homeland Security grants such as the Urban Area Security Initiative, firefighter assistance and Metropolitan Medical Response Systems.

These programs help the City of Austin meet critical needs, promote community revitalization and protect public safety. The City of Austin was particularly concerned about the steep decline in funding for CDBG (-19%) and local law enforcement assistance (-67%) between FY 2001 and FY 2009 and appreciates the reversal of these cuts in FY 2010. Steep cuts to these programs impacted the City's community development and public safety efforts.

Energy Efficiency & Conservation Block Grant (EECBG)

As a national leader and key innovator in the areas of energy conservation and renewable energy, the City of Austin also urges Congress to fully fund (\$2 billion a year through FY 2012) the Energy Efficiency & Conservation Block Grant authorized by the Energy Independence & Energy Security Act of 2007 (PL 110-140). This new program will provide valuable assistance to the City of Austin's efforts in these areas.

Telecommunications

The City of Austin recognizes that competition in telecommunications can yield more programming and applications, improved customer service, affordable rates for all and technology deployment. To be effective, an orderly transition to a truly competitive communications marketplace must respond to the interests of local government:

- *Local Authority* – The City supports preserving state and local authority. The City is best positioned to determine how to protect its citizens with regard to maintenance of infrastructure, public safety, consumer protections, and management of rights-of-way;
- *Rights-of-Way* – The City opposes federal intervention in its ability to manage and control the public rights-of-way and to collect compensation for their use and management in an equitable and nondiscriminatory manner. The public entrusts local governments with ensuring that use of public rights-of-way by communications providers does not interfere with public safety, unnecessarily disrupt commerce, impede general transportation uses, or otherwise impose costs on the local government or its taxpayers;
- *Fees and Revenues* – The City opposes any federal preemption of its ability to collect revenue from telecommunications providers doing business in the City, particularly when that revenue is collected as reasonable compensation for the private, profit-making use of public rights-of-way owned and maintained by the City. Public rights-of-way represent property of tremendous economic value and paid for by local taxpayers, and the public has a right to expect that appropriate value is received for the use of its property held and managed by the government as a public trust;
- *Local Zoning Authority* - The City of Austin opposes any legislative or regulatory effort to undermine local zoning and land use authority;
- *Public, Educational and Government (PEG) Channels* – PEG channels play a vital role in a vibrant and democratic community and the City supports federal legislation to preserve and fund PEG channels to ensure that they are available to the entire community.

Onion Creek

The City of Austin appreciates authorization of this critical flood control and environmental restoration project as part of the Water Resources Development Act (WRDA) of 2007 (PL 110-114) and respectfully requests new start construction funding in the coming years consistent with the Army Corps of Engineers stated capability for the project.

Project Overview

A joint project of the Army Corps of Engineers (ACE), the City of Austin, Travis County and LCRA, the Onion Creek Flood Control and Ecosystem Restoration Project will provide flood protection to the Onion Creek watershed and will restore its stream channel and adjacent riparian habitats. Floods in this watershed affected over 100 houses in 1998 and over 400 houses in 2001 and did considerable damage to the watershed's riparian areas. In the Onion Creek watershed near the intersection of South Pleasant Valley Road and East William Cannon Drive, there are over 700 houses subject to inundation in the 100-year floodplain. For the 100-year flood, house interior inundation depth ranges up to 10 feet in the Onion Creek study area.

This non-structural flood control project calls for the buyout and relocation of 483 single-family properties within the City of Austin, restoration of the Onion Creek floodplain to its natural state and construction of recreational amenities, with a federal cost of \$46 million and a City cost of \$26 million. Through 2009, the City has proactively purchased 270 properties and relocated the families from in harm's way. The total cost for the project implementation within the City will be approximately \$71 million, with the City providing local sponsor match of 35 percent (\$25 million). ***As a result of a local bond referendum in 2006, the City of Austin has local match funding in hand.***

WRDA 2010 – Reimbursement Language

The City of Austin requests language in WRDA 2010 that would allow for federal reimbursement of City of Austin expenditures on this project that exceed the City's cost share toward the total cost of the project. The City has proactively purchased 270 properties and relocated the families from in harm's way and would like to continue to do so in the coming years. However, absent of federal construction appropriations, the City will soon reach and exceed the local sponsor match. Language authorizing reimbursement of City spending above the local sponsor match will allow the City to proceed with this project without forfeiting federal assistance. It is critical that the City proceed with planned buyouts. In addition to living in fear of the next flash flood, the families living in the project area find themselves in limbo, unable to sell or rent their property while they await buyout.

Water Reclamation

Using an FY 2003 appropriation of \$275,000, the City of Austin and the Bureau of Reclamation are finalizing a required Feasibility Study for the City's participation in the Title XVI Water Reclamation Program. The study has been reviewed and is undergoing revisions based on public comments on an associated Environmental Assessment. The City appreciates the delegation's support of that appropriation and for this project in general.

The City has identified industrial, commercial, institutional and recreational customers interested in using reclaimed water from the City's Walnut Creek and South Austin Regional Wastewater Treatment Plants for non-drinking water purposes. The City of Austin Water Reclamation Project will make treated wastewater available to these through the construction of 137 miles of transmission pipes, 5 pump stations, and 7 storage tanks. As of January 15, 2010, the City has completed construction of the first reclaimed water storage tank with a capacity of 2 million gallons. Construction is currently underway on transmission mains to supply the University of Texas at Austin campus. The completed storage tower will also serve the Mueller redevelopment area (formerly Austin's major airport) and eventually the Austin-Bergstrom International Airport, along with other potential users located near the transmission mains.

In general, the City of Austin supports all federal efforts to support local government water reclamation efforts. The City specifically requests authorization and funding of the City of Austin Water Reclamation Project under the Bureau of Reclamation Title XVI Program or another appropriate federal program.

FY 2011 Priority Projects for Appropriations Requests

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Onion Creek Flood Control & Ecosystem Restoration (Lower Colorado River Basin, Texas – Onion/Wharton)

➤ *\$10 million for the Lower Colorado River Basin - Onion Creek/Wharton Creek*

The City of Austin appreciates authorization of this critical flood control and environmental restoration project as part of the Water Resources Development Act of 2007 (PL 110-114) and respectfully requests \$10 million in new start General Construction funding under the heading of “*Lower Colorado River Basin, Texas (Onion/Wharton)*”. This funding is critical to ensuring that the project proceeds in a timely manner.

A joint project of the Army Corps of Engineers (ACE), the City of Austin, Travis County and LCRA, the Onion Creek Flood Control and Ecosystem Restoration Project will provide flood protection to the Onion Creek watershed and will restore its stream channel and adjacent riparian habitats. Floods in this watershed affected over 100 houses in 1998 and over 400 houses in 2001 and did considerable damage to the watershed's riparian areas. In the Onion Creek watershed near the intersection of South Pleasant Valley Road and East William Cannon Drive, there are over 700 houses subject to inundation in the 100-year floodplain. For the 100-year flood, house interior inundation depth ranges up to 10 feet in the Onion Creek study area. The City of Wharton flooded severely in 1998 and is included as part of regional Corps activities coordinated through the LCRA.

This non-structural flood control project calls for the buyout and relocation of 483 single-family properties within the City of Austin, restoration of the Onion Creek floodplain to its natural state and construction of recreational amenities, with a federal cost of \$46 million and a City cost of \$26 million. Through 2009, the City has proactively purchased 270 properties and relocated the families from in harm's way. The total cost for the project implementation within the City will be approximately \$71 million, with the City providing local sponsor match of 35 percent (\$25 million). *As a result of a local bond referendum in 2006, the City of Austin has local match funding in hand.*

➤ The Onion Creek Project is project is in the 25th Congressional District.

Proposed Source of Funding

Bill: Energy & Water Development
Agency: Army Corps of Engineers
Program: General Construction

Walk for a Day Trail

➤ *\$500,000 for Phase II the Walk-for-a-Day Trail*

The Capital Area Trail System will create a community-wide, 34-mile long regional trail system that will link the central city of Austin to its southern urban edge and beyond to the rural countryside. The proposed multi-modal trail system will enable users to “Walk for a Day”. There are three phases for this project:

- Phase I – *Urban Wildlands*,
- Phase II – *Urban Villages & Neighborhoods* and
- Phase III – *Texas Hill Country Heritage*.

The requested funding will be used for Phase II, which encompasses seven miles of the trail that have the highest transportation potential. This part of the regional trail begins just south of the City of Sunset Valley, and will pass near or through seven neighborhoods, three major retail and commercial centers and the nationally known Lady Bird Johnson Wildflower Center. Roadways in this area are well known for traffic congestion and do not always accommodate pedestrian and bicyclists well. This trail will address a pressing need for citizens and visitors to travel through central and southern Austin without using a vehicle. The trail will also provide linkages to public transportation.



The “Walk for a Day” Trail will provide mobility opportunities that do not exist today. This core trail system will ultimately link to a network of trails covering almost 100 miles of connected trails and pathways. The trail system will provide the opportunity to walk or bike to work, to parks, to shop, to visit other communities and to enjoy the benefits of green spaces and fresh air.

➤ **The Walk-for-a-Day Trail is in the 25th Congressional District.**

Proposed Source of Funding

Bill: Transportation, HUD & Related Agencies

Agency: Federal Highway Administration

Program: Transportation, Community & Systems Preservation/Surface Transportation Priorities

Urban Rail Alternatives Analysis

➤ *\$1 million to the City of Austin for Urban Rail alternatives analysis*

The City of Austin requests \$1 million from the FY 2011 Transportation Appropriations bill to complete an alternative analysis study, including a NEPA component, for the Austin Urban Rail Project. The alternative analysis study will help determine the locally preferred alternative and alignment.



The Capital Metro Red Line commuter rail will begin providing service between Leander, northwest Austin, north-central Austin, east Austin and Downtown in 2010. With that project complete, the City is now focusing on improving transit mobility in the City's core and between the City's three primary employment and activity centers: the University of Texas, the State Capitol Complex and downtown Austin, with future

extensions northwest to the Mueller Neighborhood at the site of the former Mueller Airport and southeast to south Austin and Austin Bergstrom International Airport.

➤ The project is in the 25th Congressional District.

Proposed Source of Funding

Bill: Transportation, HUD & Related Agencies
Agency: Federal Transit Administration
Program: Alternatives Analysis

I-35 Access Improvement Study

- *\$500,000 to the City of Austin to study access improvements to I-35 between Riverside Drive and Martin Luther King, Jr. Boulevard*

I-35 through central Austin was one of the first urban Interstate highways constructed. In addition to serving interstate and international trade traffic, I-35 serves as the central spine of Austin's highway system, connecting many of the City's neighborhoods, employment and activity centers. In the core of Austin, I-35 serves as a major downtown gateway but



suffers from outdated design and insufficient capacity resulting in congestion and creating several serious hazards. The requested funding will be used for a study that will identify solutions to streamline and improve access to downtown Austin at this crucial gateway to Central Austin.

The study will examine:

- Access and egress ramps approaching these intersections,
- Riverside Drive and Martin Luther King Blvd travel corridor approach constraints and future needs and
- Design and travel needs of Riverside Drive and Martin Luther King overpasses over I-35.

- **The project is in the 25th Congressional District.**

Proposed Source of Funding

Bill: Transportation, HUD & Related Agencies

Agency: Federal Highway Administration

Program: Transportation, Community & Systems Preservation/Surface Transportation Priorities

Sanitary Sewer Overflow Prevention

➤ *\$2 million to the City of Austin for Sanitary Sewer Overflow Prevention*

For the past four years, the City of Austin has been working with the Texas Congressional Delegation to secure direct federal funding for the Non-Structural Sanitary Sewer Overflow (SSO) Prevention Project. On behalf of the citizens of the City of Austin and its sewer users, we would like to thank the Delegation for providing \$3.95 million in direct federal appropriations for this project and we look forward to continuing this funding partnership to secure additional appropriations in FY 2011.

The City requests an additional \$2 million appropriation to allow the continuation and expansion of this effort. These funds will be used for the Non-Structural SSO Prevention Project in association with our partnership with the Environmental Protection Agency (EPA). This past fall, EPA released the City's first Special Appropriations Grant XP-97677204 to allow expenditures on the City's ongoing "cured-in-place" sewer main slip lining contracts. This trenchless sewer rehabilitation technique eliminates infiltration and replaces the structural integrity of sewer mains without extensive excavation. Having EPA grant funds targeted to this activity frees up existing City financial resources to (1) expand sanitary sewer monitoring, cleaning and maintenance, (2) address both grease control and permanent root elimination from the sewer system and (3) expand use of trenchless sanitary sewer rehabilitation techniques to other areas of the sewer system.

Supplemental federal funding is needed to insure that the Project is affordable to area users. The fundamental objective of this Project is to create a parallel SSO prevention activity to the City's ongoing efforts to comply with its federal SSO Abatement Administrative Order (AO). Because of the cost of complying with the AO, the City would be unable to complete this Project without federal assistance. In addition, the federal assistance has and will continue to provide the City with an opportunity to demonstrate Non-Structural SSO Prevention techniques that will allow others to follow.

➤ **The SSO project is citywide.**

Proposed Source of Funding

Bill: Interior, Environment & Related Agencies
Agency: Environmental Protection Agency
Program: State & Tribal Assistance Grants

Intelligent Transportation Systems

➤ *\$500,000 to the City of Austin for ITS deployment*

The City of Austin appreciates the \$500,000 provided for this project in FY 2010 and respectfully requests the balance of federal funding.

The City of Austin has developed an intelligent transportation systems (ITS) deployment plan as part of its efforts to improve mobility information for residents, reduce congestion, improve mobility and improve air quality. Deployment of the ITS will provide Austin with enhanced intelligent transportation information technologies and data collection technologies throughout central Austin, helping the City to provide Austin residents and visitors with mobility information related to traffic congestion, transit alternatives, access routes into downtown, and access routes to major events.

The project would result in improved web-based communication tools throughout the region for communication of mobility related information, improved signal operation, and increased diversion of travelers from single occupancy vehicles into modes of travel that carry multiple passengers.

Specific components of the system are outlined below.

- **A Traffic & Transportation Website** with live streaming capabilities for the City to share visual images of local traffic and transportation and other information with the traveling public. Data will be collected from the City of Austin (COA), the local Texas Department of Transportation (TxDOT) District, and Capitol Metro for publication on the website.

The website will provide local motorists access to view real time video of traffic and road conditions, access real time emergency closures information, access information regarding current and planned road construction, improve the ability to evaluate and facilitate the management of incidents and improve multi-agency response to both major and minor traffic incidents.

The system will provide a platform and means to expand and integrate with other municipalities, counties, and the existing TxDOT system for information sharing. The system will be able to support different classes of users and access to the system will be controlled so that only authorized administrators will be able to modify the data being provided.

- **Variable Message Boards** installed at key points in commuting corridors to inform drivers of traffic congestion, accidents and other emergencies ahead, and alert drivers to alternate available routes.
- **Surveillance & Detection Cameras** to broaden the existing traffic management system to monitor live roadway conditions, provide public access to special event and road closure information, detect traffic incidents quickly, and manage traffic control signalization remotely. Real time traffic information will allow area motorists to make more informed trip

decisions. Motorists will subsequently be able to avoid the more congested area roadways thus helping to mitigate local traffic congestion. Funding would be used to install new warranted signals and upgrade existing traffic signals. Further, the funding will enable the City to expand the ITS technology and capability to these intersections providing ability to monitor and manage traffic remotely.

- **The ITS project will improve mobility citywide.**

Proposed Source of Funding

Bill: Transportation, HUD & Related Agencies

Agency: Department of Transportation

Program: Transportation, Community & Systems Preservation/Surface Transportation Priorities

Guadalupe Street Reconstruction & Enhancement Project

- *\$2,500,000 to the City of Austin to reconstruct and enhance Guadalupe Street between 21st and 24th Streets*

The Guadalupe Street Improvements Project will revitalize the link between the major west entrance to the University of Texas at Austin (UT) and the West Campus Neighborhood, a densely populated area with student housing and student-oriented businesses. The project calls for new utility infrastructure, the complete reconstruction of the entire roadway and enhancement of the entire street, including the replication of UT's existing West Mall Promenade on the east side of Guadalupe Street.



This project is the first implementation of Austin's first Great Streets Initiative, a program that emphasizes the pedestrian experience with wide sidewalks, plantings, tree wells and seating. While the project emphasizes the aesthetics of the urban experience, it largely calls for major infrastructure replacement. Specific details include:

- Complete roadway reconstruction and the removal of abandoned streetcar tracks to mitigate the street's chronic problem of potholes, ruts and street collapse;
 - Replacement of an aged and undersized primary water main;
 - Enlargement of a natural gas main;
 - Storm water drainage improvements, and
 - Masonry crosswalk and other pedestrian safety improvements.
- **The Guadalupe Street Reconstruction & Enhancement Project is in the 21st Congressional District.**

Proposed Source of Funding

Bill: Transportation, HUD & Related Agencies

Agency: Federal Highway Administration

Program: Transportation, Community & Systems Preservation/Surface Transportation Priorities

Police Technology

➤ *\$550,000 to the City of Austin for police technology*

The City of Austin appreciates the congressional delegation's ongoing support for its public safety efforts. Federal funding in recent years has enhanced Austin's public safety efforts and given City police officers the tools they need to protect the public.

The City will use the requested federal funding to purchase E-Citation equipment. The E-Citation system serves as a paperless citation and collision reporting system that allows officers to electronically issue traffic and other citations, write collision reports, and then electronically submit this information to Municipal Court and the Austin Police Department computer databases without additional input from currently assigned personnel. Proven efficiencies from other departments that use E-Citation show a significant increase in officer and Court efficiency, a significant increase in revenue, and a reduction in errors and dismissed citations. In addition to cost saving and producing additional revenue, E-Citation allows officers to get off the side of the roadway quicker, increasing officer safety.

E-tickets costs approximately \$4,400 for the motorcycles and \$1,400 for the MDC version. The Austin Police Department and Municipal Court have identified funding for a pilot project in FY 2010 that covers one-time costs for 30 motorcycle units and 10 MDC based units. The requested federal funding support implementation of the e-citation program throughout the Austin Police Department: 30 motorcycles and 200 MDC versions for the patrol cars.

➤ **This project is citywide.**

Proposed Source of Funding

Bill: Commerce, Justice, Science & Related Agencies

Agency: Bureau of Justice Assistance

Program: COPS Technology/Byrne Discretionary